

**MARYLAND HISTORICAL TRUST  
DETERMINATION OF ELIGIBILITY FORM**

NR Eligible: yes ☒ no ☐

Property Name: 18 W. Saratoga St. Inventory Number: B-978

Address: 18 W. Saratoga Street Historic district: yes ☒ no ☐

City: Baltimore Zip Code: 21201 County: Baltimore City

USGS Quadrangle(s): Baltimore East

Property Owner: Robopark LLC Tax Account ID Number: 04020580023

Tax Map Parcel Number(s): \_\_\_\_\_ Tax Map Number: 4

Project: Red Line Corridor Transit Study Agency: Mass Transit Administration

Agency Prepared By: John Milner Associates, Inc.

Preparer's Name: Katherine Larson Farnham Date Prepared: 9/27/2007  
4/27/2011, REVISED

Documentation is presented in MHT State Historic Sites Inventory Form (1991); MD Real Property Tax database; Interview with Eddie Leon of CHAP 9/20/2007; M.E. Hayward and F. Shivers, The Architecture of Baltimore (Johns Hopkins Univ. Press, Baltimore: 2004); Sanborn Map (1951).

Preparer's Eligibility Recommendation X Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: X A    B X C    D Considerations:    A    B    C    D    E    F    G

*Complete if the property is a contributing or non-contributing resource to a NR district/property*

Name of the District/Property: \_\_\_\_\_

Inventory Number: \_\_\_\_\_ Eligible:    yes \_\_\_\_\_ Listed:    yes \_\_\_\_\_

Site visit by MHT Staff    yes X no Name: \_\_\_\_\_ Date: \_\_\_\_\_

Description of Property and Justification: *(Please attach map and photo)*

The building at 18 W. Saratoga Street is an early concrete two-level parking garage. In its original form, the property consisted of a two-level concrete parking garage built into a natural slope at the rear of the lot, with a ramp along the east side of the property; an open ground-level lot near the front of the property; and a Moderne-style one-story attendant's office at the front southeast corner of the lot. According to the 1951 Sanborn map, the garage had an 80-car capacity and was constructed of concrete posts, floors, and roof. Walls were composed of brick.

At present, the concrete parking garage is extant and has been painted, obscuring older painted signage that was on the upper level of the parking garage. The upper level of the garage is uncovered, and the west side of the lower level is separated from the open front lot by painted wooden slats. Consistent with the Sanborn documentation, the primary structural components of the garage are concrete, including the floor, roof, and support columns. Perimeter walls consist of exposed, painted, or stucco-faced brick. Since the building was documented for the Maryland Historical Trust (MHT) in 1991, the original attendant's office was demolished. There is now a small prefabricated attendant kiosk located in the corner formed by the ramp and the top level

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended X Eligibility not recommended \_\_\_\_\_

Criteria: X A    B X C    D Considerations:    A    B    C    D    E    F    G

MHT Comments:

Jim Scanlon ✓  
Reviewer, Office of Preservation Services

3/31/10  
Date

PETER KURTLE  
Reviewer, National Register Program

4/5/10  
Date

of the lot. Another alteration includes installation of steel support columns in the lower-level entrance bay.

According to the 1991 MHT documentation, the parking lot was constructed in the 1950s and is an early example of an urban parking solution to the increased use of personal automobiles to access downtown Baltimore in the post-World War II era. However, tax records state that the date of construction for the current building is actually 1936. The same construction date is cited in the 1951 Sanborn map. This lot, shoehorned amidst a historic rectory and a newer high-rise garage, was the site of Johns Hopkins' town residence, which was demolished in 1933. Thus, it appears that the site's use as a parking lot predates World War II, and makes it one of the earliest surviving parking garages in downtown Baltimore.

The 18 W. Saratoga Street parking garage is a rare surviving example of an early form of multilevel urban parking facilities in downtown Baltimore. Most parking garages of the early-to-mid-twentieth-century have been lost to redevelopment as larger, high-rise parking facilities have been built to maximize the available spaces. Little is known about the type and number of other facilities similar in both size and design to this one that may have existed, as no others have survived into recent decades. It is not clear whether this building had peers of similar scale, although the two-level design appears to have been common at first. Staff at Baltimore's Commission for Historical and Architectural Preservation indicated that only a handful of older garages are still extant downtown, and all of these are considerably larger in size than 18 W. Saratoga. A simple, nondescript two-level garage building on Gay Street at the southwest corner of Saratoga is reportedly older than 18 W. Saratoga, dating from the 1920s, although tax records did not provide a construction date. A larger, more elaborate two-level garage with ornamental zigzag-patterned concrete parapets has survived on the northwest corner of the Park Street and Mulberry Street intersection, and is by far the most distinctive early garage remaining in the downtown area. It also appears to be better preserved than 18 W. Saratoga, but its construction date is unclear. Tax records indicate a construction date of 1950, but the ornamentation of the building suggests an earlier date. A garage located near the Greek Orthodox Cathedral in Mt. Vernon was recently approved for demolition, and another was demolished to build the new Verizon Building. Some later garages, such as the 1950s Brown's Garage immediately east of 18 W. Saratoga and another on Saratoga west of St. Paul Street, are extant but represent a later high-rise (3+ story) design type with horizontal window openings on each level.

The parking garage at 18 W. Saratoga Street was evaluated under the National Register of Historic Places (NRHP) Criteria A, B, and C using the guidelines set forth in the NRHP Bulletin How to Apply the National Register Criteria for Evaluation.

The property is associated with the nationwide trend away from public transportation and increasing reliance on the automobile prior to and after World War II. It demonstrates the growing burden of automobile traffic in downtown Baltimore by the 1930s and early attempts made by local entrepreneurs to capitalize on the dire shortage of parking. Therefore, the property is eligible for the NRHP under Criterion A.

Research has not shown the building at 18 W. Saratoga Street to be associated with the productive lives of persons significant in our past, and it is not eligible for the NRHP under Criterion B.

The garage is one of a small handful of extant two-level parking garages in the city and is thus a rare surviving example from its era. Virtually no other parking garages of this date, size, and design are extant in Baltimore; therefore, the property is significant under Criterion C. Although the property has lost some integrity due to demolition of the original attendant's office and other minor changes to the garage, the building still retains its original stark and unadorned concrete and brick construction, which is an important character defining feature of this modest and utilitarian building. The garage retains its predominant characteristic of being a simple dual-level parking facility and it is unique for its diminutive size. The paved open

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_

Eligibility not recommended \_\_\_\_\_

Criteria:       A       B       C       D    Considerations:       A       B       C       D       E       F       G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services\_\_\_\_\_  
Date\_\_\_\_\_  
Reviewer, National Register Program\_\_\_\_\_  
Date

NR-ELIGIBILITY REVIEW FORM

B-978

18 W. Saratoga St.

Page 3

parking lot located at the front of the property is also still intact. In addition, the property's use has remained consistent to the present.

The property was not evaluated under Criterion D as part of this assessment.

Based on the evaluated Criteria, the building at 18 W. Saratoga Street is eligible for listing in the NRHP with a period of significance of 1936, the date of its construction.

**MARYLAND HISTORICAL TRUST REVIEW**

Eligibility recommended \_\_\_\_\_ Eligibility not recommended \_\_\_\_\_

Criteria: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D Considerations: \_\_\_ A \_\_\_ B \_\_\_ C \_\_\_ D \_\_\_ E \_\_\_ F \_\_\_ G

MHT Comments:

\_\_\_\_\_  
Reviewer, Office of Preservation Services

\_\_\_\_\_  
Date

\_\_\_\_\_  
Reviewer, National Register Program

\_\_\_\_\_  
Date



18 W. Saratoga St.  
MIHP# B-978

Baltimore  
East



 CUSTOMER PARKING

STOP HERE  
FOR TICKET

B-978

18. West Saratoga  
Street

Baltimore City,  
Maryland

Renee Novak

25 September 2007

MD SHPO

View North of garage  
front facade, along  
W. Saratoga Street

#1 of 2

(c) 2007 T6 CINO. HHH-024 © EN  
2007 012 H H N H 44 HC-96 5018/5008  
07-19-1900.0









## BALTIMORE METROCENTER SURVEY

SURVEY NO.: B-978

AREA: Cathedral Hill

MAGI NO.: 0409785811

Address: 18 West Saratoga Street  
Current Name: Allright Auto Park

Block: 580      Lot: 23      Lot size: 74 ft. x 210 ft.  
Height: 2      Materials: Concrete and brick  
Condition: Good      Owner: J.J. Baylin et al  
Use: Commercial      Accessible: yes, unrestricted  
Designation:      Liber/Folio: MLP 10010/493



Historic Name: Site of Johns Hopkins Town House  
Date: ca. 1960  
Architect/Builder:  
Style (if appropriate):

## Description:

A two-level parking garage is located at the north end of the lot with a ramp to the uncovered upper level. An open parking lot occupies the south part of the lot. A one-story office structure stands near the entrance to the lot.

## Significance:

Area: Social/humanitarian

Level: local

The garage is on the site of Johns Hopkins' town residence, a Greek Revival brick mansion built about 1830 by Richard Dorsey. Hopkins purchased the property in 1851 and died there in 1873. The house was willed to Johns Hopkins Hospital following the death of Hopkins' sister, Eliza H. Crenshaw. In 1891 it became the Royal Arcanum, a social club. The house was demolished in 1933. From about 1902 until just prior to demolition, the Democratic State Central Committee had its office in the building.

Sources: Land Records; Lost Baltimore Landmarks, p.32.  
Surveyor and Date: Janet Davis, February 1985

Maryland Historical Trust  
State Historic Sites Inventory Form

MARYLAND INVENTORY OF  
HISTORIC PROPERTIES

Survey No. B-978

Magi No.

DOE ☐ yes ☐ no

**1. Name** (indicate preferred name)

historic 18 West Saratoga Street

and/or common Parking

**2. Location**

street & number 18 W. Saratoga Street ☐ not for publication

city, town Baltimore ☐ vicinity of ☐ congressional district Seventh

state Maryland ☐ county Baltimore

**3. Classification**

Category	Ownership	Status	Present Use	
<input type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture	<input type="checkbox"/> museum
<input checked="" type="checkbox"/> building(s)	<input checked="" type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input type="checkbox"/> commercial	<input type="checkbox"/> park
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> work in progress	<input type="checkbox"/> educational	<input type="checkbox"/> private residence
<input type="checkbox"/> site	<b>Public Acquisition</b>	<b>Accessible</b>	<input type="checkbox"/> entertainment	<input type="checkbox"/> religious
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input type="checkbox"/> government	<input checked="" type="checkbox"/> scientific
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input type="checkbox"/> industrial	<input checked="" type="checkbox"/> transportation
	<input checked="" type="checkbox"/> not applicable	<input type="checkbox"/> no	<input type="checkbox"/> military	<input type="checkbox"/> other:

**4. Owner of Property** (give names and mailing addresses of all owners)

name Joseph Baylin

street & number 106 Old Court Road, Suite 202 telephone no. MD 21208

city, town Baltimore ☐ state and zip code

**5. Location of Legal Description**

courthouse, registry of deeds Baltimore City Courthouse MLP10010  
liber

street & number 100 N. Calvert Street, Room 610 folio 493

city, town Baltimore ☐ state MD

**6. Representation in Existing** Historical Surveys

title

date ☐ federal ☐ state ☐ county ☐ local

depository for survey records

city, town ☐ state

## 7. Description

Survey No. B-978

### Condition

☐ excellent  
☒ good  
☐ fair

☐ deteriorated  
☐ ruins  
☐ unexposed

### Check one

☒ unaltered  
☐ altered

### Check one

☒ original site  
☐ moved      date of move \_\_\_\_\_

Prepare both a summary paragraph and a general description of the resource and its various elements as it exists today.

Resource Count: 2

This circa 1950s parking lot sits on the northwest corner of West Saratoga and North Sharp (an alley) streets. The parking lot consists of a one-story attendant's office on the corner and a two-story parking ramp built into the slope of the lot towards the back (north).

The office is a 1950s glass box design. An L-shaped brick wall on the east and south forms a partial enclosure around the glazed west and north walls. The narrow Roman brick walls rise above the height of the glass box. The planar geometry of the cube is accentuated by an aluminum, boxed cornice that projects above the flat roof line of the glass box and bisects the brick wall.

The west facade faces into the parking lot. The glass curtain wall is divided into three bays. The first bay contains a large plate glass window set upon yellow panel foundation. The second bay contains the glass door. The third bay contains a square window set into the brick end of the L-shaped enclosure. The brick end rises above the height of the glass box. A fluted aluminum awning projects over the west facade and extends over the north and south facades as well.

The south facade faces Saratoga Street. The Roman brick wall is punctuated by a pair of 6/6 windows with a brick stringcourse below. The aluminum awning bisects the parapet wall and projects over the facade. The east edge of the building is clipped and angled where it makes the juncture with the east wall. The east facade faces the alley (Sharp Street). The Roman brick wall is divided into two bays. The south side of the wall has textured Roman brick and contains two small 1/1 windows. The north side of the wall has smooth Roman brick. A clear seam divides the two bays parts.

The north facade faces back towards the parking ramp. The glass curtain wall is divided into five bays. The first bay contains the glass door. The second and third bays contain yellow panels divided horizontally in half by metal mutins. The fourth and fifth bays contain display windows at the top half and yellow panels below. An aluminum lintel runs above the glass wall. A fluted aluminum awning projects over the facade.

The parking ramp in the back of the lot is built into the slope of the lot. The cast concrete structure is two stories high.

## 8. Significance

Survey No. B-978

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input checked="" type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates Builder/Architect unknown

check: Applicable Criteria: ☐ A ☐ B ☒ C ☐ D  
and/or

Applicable Exception: ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Level of Significance: ☐ national ☐ state ☒ local

Prepare both a summary paragraph of significance and a general statement of history and support.

This 1950s parking structure is a significant building type in the Baltimore commercial streetscape. The need for parking structures is a twentieth-century phenomenon that accompanied that rise of the automobile. The combination of two-story ramp and open lot parking shows the variety of possibilities in housing the automobile. It stands in contrast to the contained, large acreage, multi-story ramp of the same period across the street. The presence of parking structures indicates the increasing density of traffic and the need for parking in the downtown district, a need for both office workers and shoppers. The parking structure also indicates the prevalence of commuter traffic in the downtown area in the post-War period and, as such, makes a contrast with the residential nature of the downtown in the nineteenth-century. The location of the parking structure also indicates the primacy of the Charles Street area: the structure is needed to serve Charles Street enterprises but is not an appropriate or affordable building type to actually locate on Charles Street. Thus, by implication, Saratoga Street is a lesser street in the economic hierarchy. The lack of construction on the site (the two-story ramp is fairly small) suggests that either the lot was awaiting more economically-rewarding use, or that originally it simply provided sufficient space.

The style of the attendant's booth is a good example of a circa 1950s Moderne structure, with its origins in the high-style architecture of Frank Lloyd Wright and Mies vander Rohe at the time. The glass box with stone and Roman brick wall sections could be found in commercial or domestic architecture of the time. The modular effect was particularly appropriate for a prefab, parking lot structure.



## COMPREHENSIVE PLAN DATA

HISTORIC CONTEXT:

Geographic Organization:  
Piedmont

Chronological/Developmental Period:  
  
Modern Period, 1930-present

Historic Period Themes:  
Architecture  
Economics

Resource Type:  
Building

Historic Environment:  
Urban

Historic Function and Use:  
  
Transportation

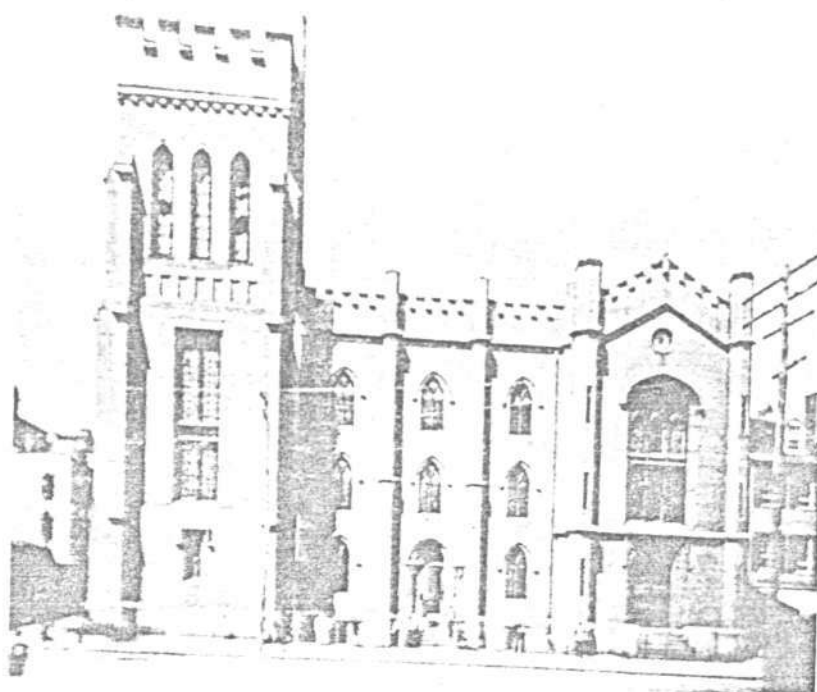
Known Design Source:  
None



# OLD ODD FELLOW Gay and Lexington St

Built: 1831 with additi  
1890. Architects: Will  
Robert Cary Long, Jr.

This was the mid-19th-  
tional fraternal order fo  
Fellows Hall, with the  
old City College build  
Gothicism had for  
builders. It also show  
had a fine adaptive  
design. The Odd Fellow  
Baltimore, went on t  
esque temple on the no  
Cathedral Streets.



# THE JOHNS HOPKI Saratoga Street.

Built: about 1830. Raze

A quietly distinguished  
version of Greek Reviv  
home, bought in 1851 f  
lot on the northern e  
pre-1800 town. The gre  
here (\$7 million in bequ



Johns Hopkins Town House (Dem  
B-978 (Site)  
18 West Saratoga Street  
Lost Baltimore Landmarks

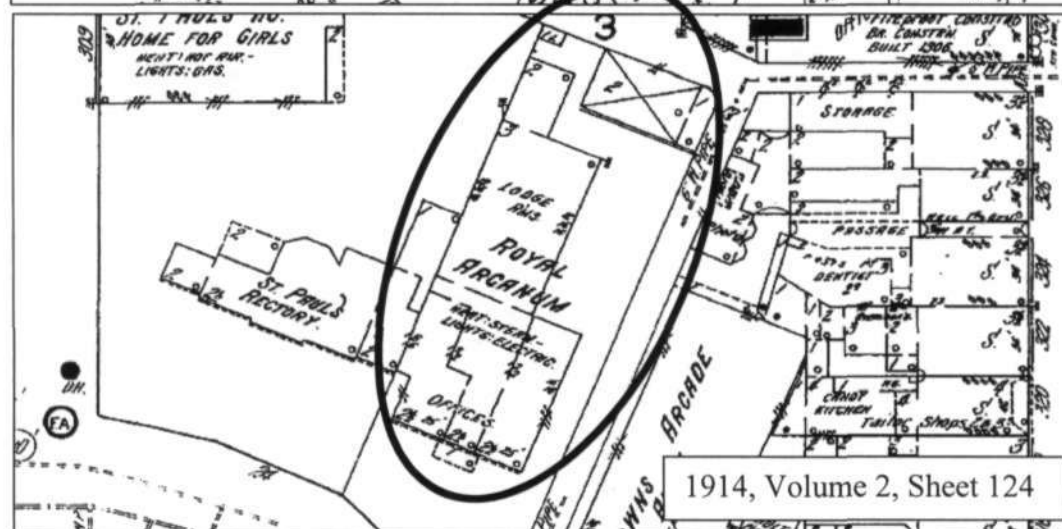
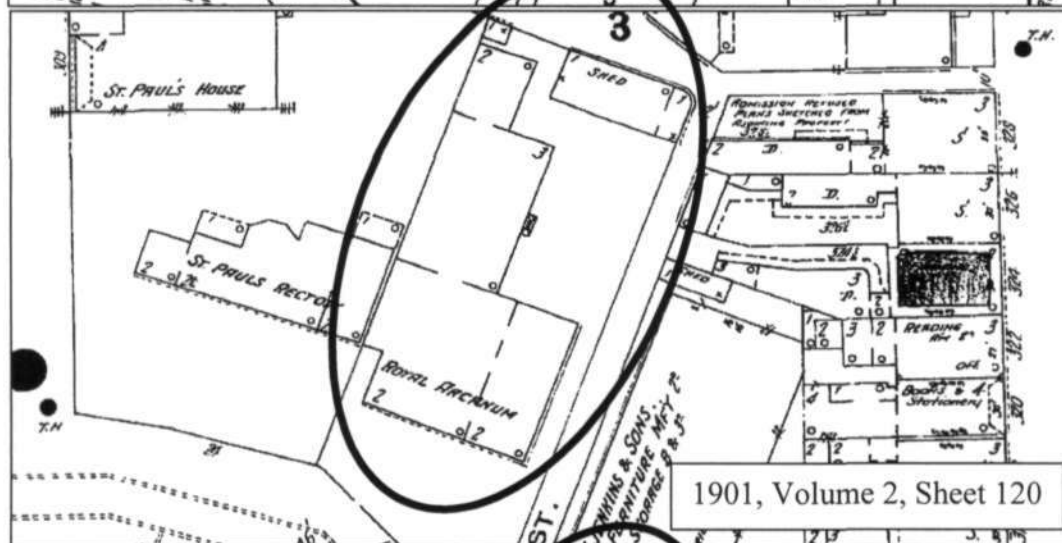
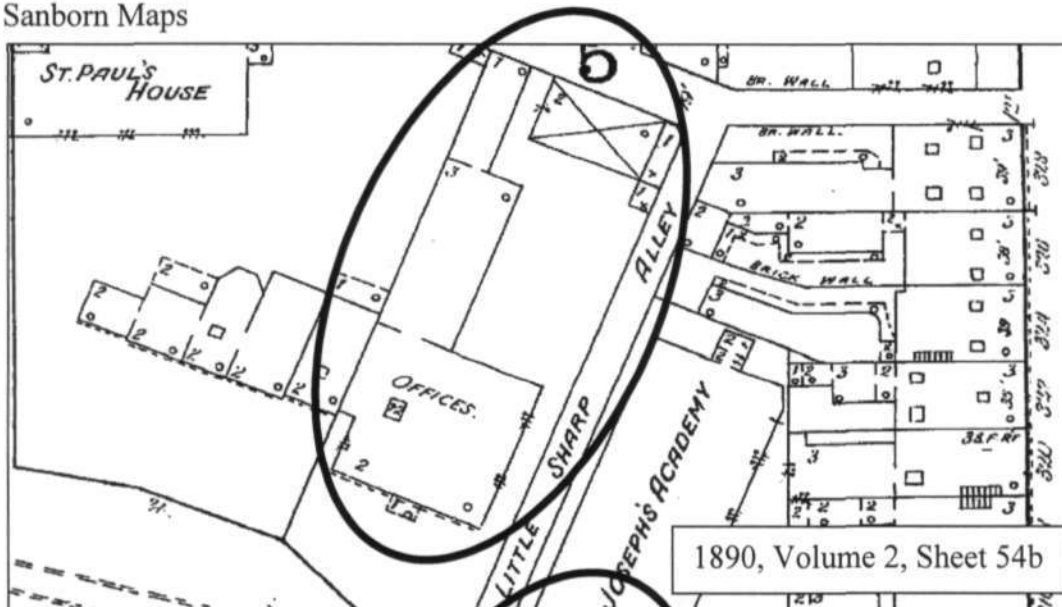


B-978

Johns Hopkins Town House, site (Royal Arcanum, site; Allright Auto Park)

18 W. Saratoga Street

Sanborn Maps

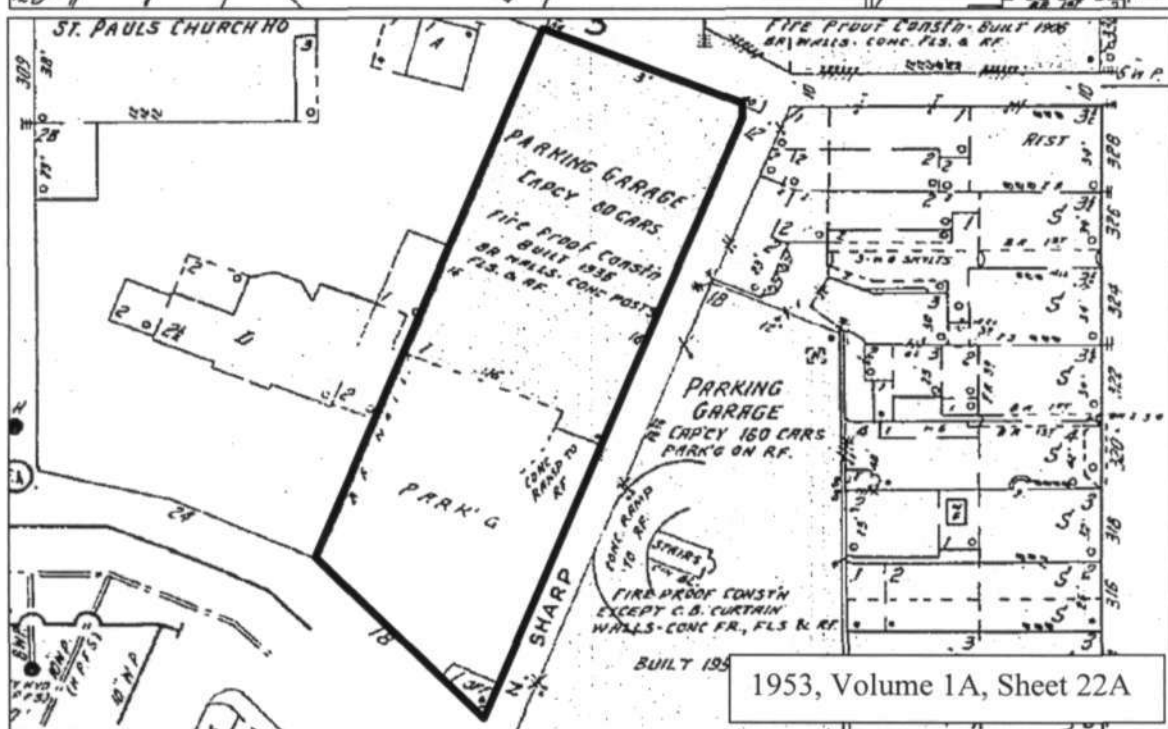
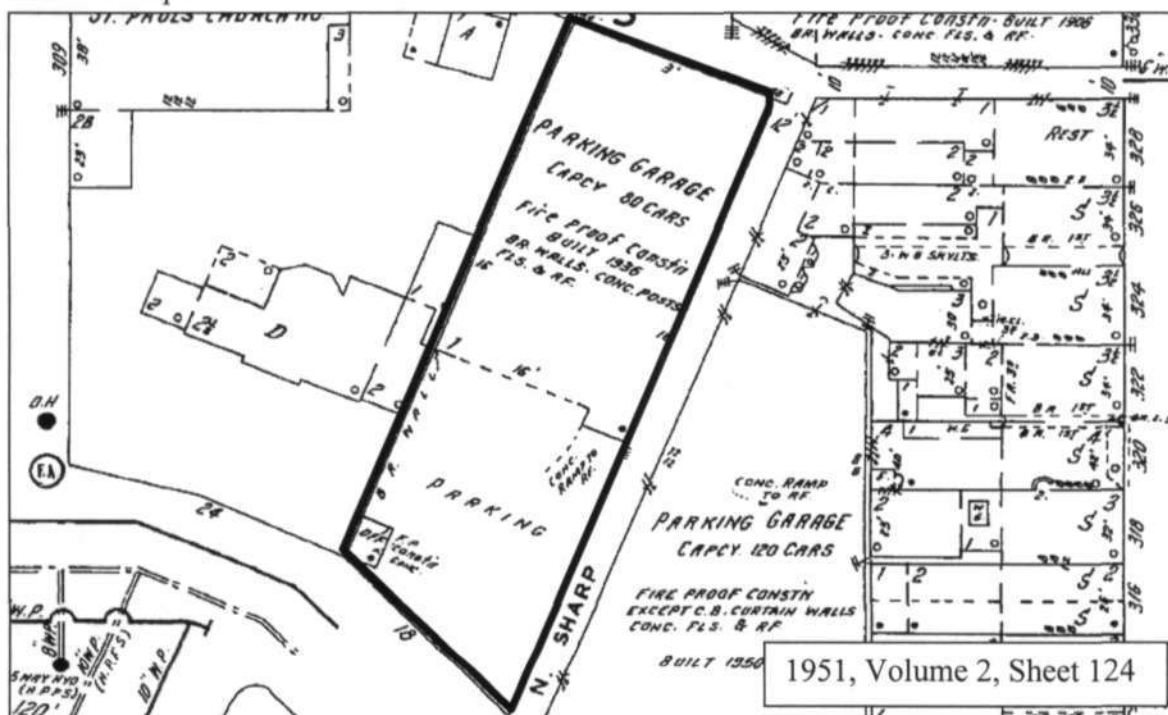


B-978

Johns Hopkins Town House, site (Royal Arcanum, site; Allright Auto Park)

18 W. Saratoga Street

Sanborn Maps



B-978

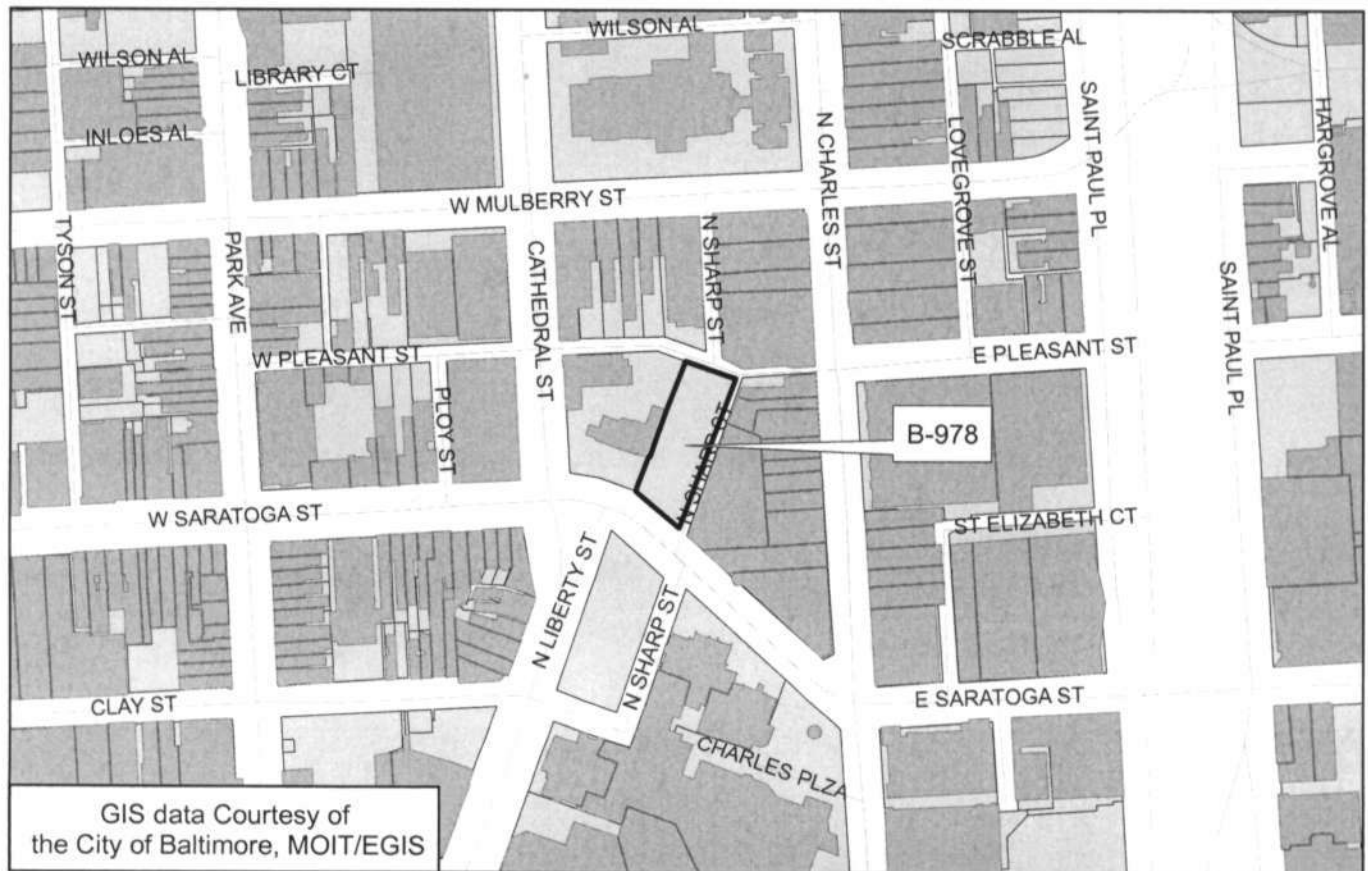
Allright Auto Park (Site of Johns Hopkins Town House/Royal Arcanum)

18 W. Saratoga Street

Block 0580 Lot 023

Baltimore City

Baltimore East Quad



Baltimore Metrocenter Survey  
Cathedral Hill Area  
Site of Johns Hopkins Town House  
18 West Saratoga Street  
B-978

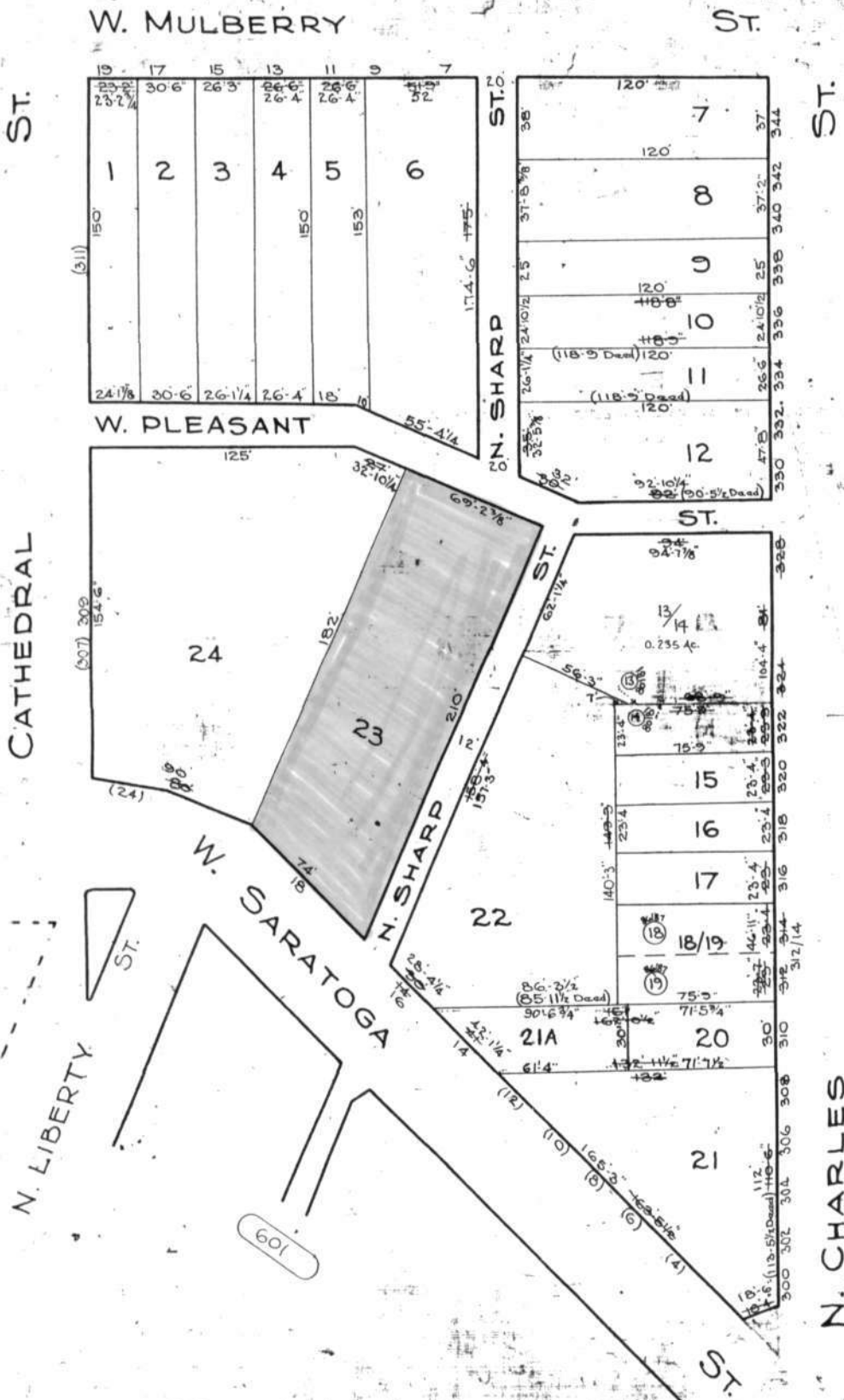


REVISIONS

Dim. of Blk. per Field Deeds, per Loe. C. Sh. 1056  
of 20 Divided Per Deed C. Sh. 6082  
or 13814 GARD'S PER. O.O. & APPL. C. Sh. 81-313  
or 13814 GARD'S PER. O.O. CH. SH. 27-047

565

B-978



185

603

**NOTICE**  
THIS IS A REAL PROPERTY PLAT AS PROVIDED  
FOR UNDER ARTICLE 76 OF THE CITY CHARTER.  
IT IS COMPILED FROM TITLE AND OTHER  
SOURCES AND IS NOT AN AUTHENTIC SURVEY.

CITY OF BALTIMORE  
DEPARTMENT OF PUBLIC WORKS  
BUREAU OF PLANS & SURVEYS  
PROPERTY LOCATION DIVISION  
WARD 4 SECTION 2  
BLOCK 580  
SCALE: 1 INCH = 50 FT. DATE: 10/1/07

AGED BY: [Signature]  
ITERED BY: J. J. Rokoski  
ECKED BY: W. M. Lee



Site of Johns Hopkins Townhouse  
18 West Saratoga Street B-978  
Cathedral Hill - Metrocenter Survey  
Baltimore (City), Maryland  
Photo: Janet Davis  
Date: August 1984  
Neg. loc.: Maryland Historical Trust  
General view from south





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18 W. Saratoga St. - Parking

Baltimore MD

Diane Shaw

8/91

Maryland SHPO

NW Elevation

1/3



B-978

18 W. Saratoga St. - Parking

Baltimore MD

Diane Shaw

8/91

Maryland SHPO

South Elevation + parking ramp in rear

2/3



B-978

18 W. Saratoga St. - Parking

Baltimore MD

Diane Shaw

8191

Maryland SHPO

SE Elevation

3/3